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## REPORT

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SOURCE            Newspapers as indicated.

RR LINE OPENED ON SAKHALIN;  
OTHER CONSTRUCTION PROGRESSES

LINE CONNECTS OKHA WITH PETROLEUM REGION -- Vechernyaya Moskva, 29 Jul 50

This year, a railroad on Sakhalin connecting Okha with Vostochnoye Ekhaba, the largest petroleum region, was opened. During the construction, it was necessary to cut through tayga and to fight forest fires.

TO LINK CHARDZHOU, URGENCH OASES -- Gudok, 2 Jul 50

The station and settlement of Dargan-Ata is the industrial base and collecting point for the construction of the Chardzhou-Urgench line. Here sections of track are assembled, collected in groups of ten, and sent off to the head of the construction on flatcars.

From Dargan-Ata, the sections of track move north toward the settlements of Khorezm oasis.

At present, the basic forces of the construction project are concentrated at Khanki.

The problem of bridges bothers the construction workers of the Chardzhou-Urgench line. In the desert, embankments constructed of ordinary desert sand are built across gulches. Also, the line traverses many canals and main irrigation ditches, especially in the "Chardzhou and Khorezm oases.

The construction project is not yet finished, but the line is already in use; a train runs from Chardzhou oasis to Khorezm oasis.

LAY 330 KILOMETERS OF MOINTY-CHU LINE -- Kazakhstanskaya Pravda, 6 Aug 50

The volume of work on the construction of the Mointy-Chu line is extremely great. A large part of this work consists of excavating. There are no tunnels on the line, but deep cuts are quite frequent.

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At the beginning of the construction, the most complicated problem was that of water. This problem has been solved by the creation of constantly operating artesian wells.

Some traffic has been opened on the 90-kilometer stretch between Brlik and Khan-Tau. The line has been laid 70 kilometers beyond the station of Khan-Tau through Sary-bulak to Karasay. Only single cars are running on this last section. Some traffic has also been opened on the northern sector of the line over a distance of more than 170 kilometers.

Sovetskaya Belorussiya, 11 Aug 50

Brlik station is the base for the southern construction sector of the Mointy-Chu project.

LAY 3,500 CUBIC METERS OF CONCRETE ON RIGA-DUBULTY LINE -- Sovetskaya Latvya, 19 Jul 50

During the 5 months of the construction of the Riga-Dubulty electrified sector of the Latvian Railroad System, about 20,000 cubic meters of earthwork were carried out, 3,500 cubic meters of concrete were laid, 800 tons of metal structures were manufactured, and 900 supports for the catenary system were installed.

The complex electrical equipment for the project was sent from Moscow, Leningrad, Yerevan, and Cheboksary; assembly materials were sent from Karaganda, Tashkent, and Simferopol'; metal arrived from Kuznetsk and Dnepropetrovsk. All assemblies of the ventilating, water supply, sewage, and heating systems were made in Moscow.

The Riga Railroad-Car Building Plant has produced eight trains for the line.

For the construction of the traction substation, it was necessary to install 16 tons of fittings.

Gudok, 30 Jul 50

Work is being begun on the electrification of the second section of the Riga-Dubulty line, from Dubulty to Kemerl.

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